

**Amendments to the Claims**

1.) (Currently Amended) A liner/insulator, comprising:  
a base layer of fibrous material;  
a plurality of ribs of fibrous material thermally bonded to said base layer, wherein  
said base layer of fibrous material and said plurality of ribs of fibrous material are  
selected from a group consisting of (a) thermoplastic polymer staple fibers and  
thermoplastic bicomponent fibers, (b) glass staple fibers and glass bicomponent fibers and  
(c) glass staple fibers and thermoplastic bicomponent fibers and (d) a combination of (a),  
(b) and (c).

2.) (Canceled)

3.) (Original) The liner/insulator of claim 1, wherein said fibrous material is selected from a group of materials consisting of polyester, polyethylene, polypropylene, polyethylene terephthalate, glass fibers, natural fibers and any mixtures thereof.

4.) (Original) The liner/insulator of claim 1, wherein said plurality of ribs are spaced apart at least about 0.25 inches.

5.) (Original) The liner/insulator of claim 1, wherein said plurality of ribs extend parallel to one another.

6.) (Withdrawn) The liner/insulator of claim 1, wherein said plurality of ribs extend perpendicular to one another.

7.) (Withdrawn) The liner/insulator of claim 1, wherein said plurality of ribs extend diagonally to one another.

8.) (Original) The liner/insulator of claim 1, wherein said plurality of ribs are between about 0.5 to about 3.0 inches wide.

9.) (Original) The liner/insulator of claim ~~[[2]]~~ 1, wherein said liner/insulator has a percent wet compression of between about 15 to about 18 percent.

10.) (Original) The liner/insulator of claim ~~[[2]]~~ 1, wherein said liner/insulator has a percent dry compression of between about 16 to about 21 percent.

11.) (Original) The liner/insulator of claim ~~[[2]]~~ 1, wherein said liner/insulator has a percent dry wet recovery of between about 85 to about 87.5 percent.

12.) (Original) The liner/insulator of claim 1, wherein said liner/insulator is an automotive undercarpet.

13.) (Original) The liner/insulator of claim 1, wherein said plurality of ribs are made of scrap fibrous material.

14.) (Withdrawn) The liner/insulator claim 1, wherein said plurality of ribs comprise a lofty, acoustically insulating portion having a density of between substantially 8.0 - 80.0 kg/m<sup>3</sup> and a relatively higher density skin along at least one face thereof, said

skin having a thickness of between substantially 0.25 - 10.0 mm and a density of between substantially 32.0 - 80.0 kg/m<sup>3</sup>.

15.) (Original) The liner/insulator of claim 1, wherein said liner/insulator is a nonlaminated.

16.) (Withdrawn) The liner/insulator of claim 1, wherein said liner/insulator further comprises at least one facing layer.

17.) (Withdrawn) The liner/insulator of claim 16, wherein said facing layer comprises metallic foil, glass mats, polymer mats and blends thereof.

18.) (Withdrawn) The liner/insulator of claim 1, wherein said blanket further comprises at least one water barrier layer.

19.) (Withdrawn) A method of producing a liner/insulator comprising the steps of:

- a) providing a base layer of fibrous material;
- b) providing a plurality of ribs of fibrous insulation material; and
- c) thermally bonding said plurality of ribs of fibrous insulation material to said base layer of fibrous material.

20.) (Withdrawn) The method of claim 19, wherein said fibrous material is selected from a group consisting of (a) thermoplastic polymer staple fibers and thermoplastic bicomponent fibers, (b) glass staple fibers and glass bicomponent fibers and (c) glass staple fibers and thermoplastic bicomponent fibers and (d) a combination of (a), (b) and (c).

21.) (Withdrawn) The method of claim 19, wherein said fibrous material is selected from a group of materials consisting of polyester, polyethylene, polypropylene, polyethylene terephthalate, glass fibers, natural fibers and any mixtures thereof.

22.) (Withdrawn) The method of claim 19, wherein said plurality of ribs are spaced apart at least about 0.25 inches.

23.) (Withdrawn) The method of claim 19, wherein said plurality of ribs extend parallel to one another.

24.) (Withdrawn) The method of 19, wherein said plurality of ribs extend perpendicular to one another.

25.) (Withdrawn) The method of claim 19, wherein said plurality of ribs extend diagonally to one another.

26.) (Withdrawn) The method of claim 19, wherein said plurality of ribs are between about 0.5 to about 3.0 inches wide.

27.) (Withdrawn) The method of claim 20, wherein said liner/insulator has a percent wet compression of between about 15 to about 18 percent.

28.) (Withdrawn) The method of claim 20, wherein said liner/insulator has a percent dry compression of between about 16 to about 21 percent.

29.) (Withdrawn) The method of claim 20, wherein said liner/insulator has a percent dry wet recovery of between about 85 to about 87.5 percent.

30.) (Withdrawn) The method of claim 19, wherein said liner/insulator is an automotive undercarpet.

31.) (Withdrawn) The method of claim 19, wherein said plurality of ribs are made of scrap fibrous material.

32.) (Withdrawn) The method of claim 19, wherein said plurality of ribs comprise a lofty, acoustically insulating portion having a density of between substantially 8.0 - 80.0 kg/m<sup>3</sup> and a relatively higher density skin along at least one face thereof, said skin having a thickness of between substantially 0.25 - 10.0 mm and a density of between substantially 32.0 - 80.0 kg/m<sup>3</sup>.

33.) (Withdrawn) The method of claim 19, wherein said liner/insulator is a nonlamine.

34.) (Withdrawn) The method of claim 19, wherein said liner/insulator further comprises at least one facing layer.

35.) (Withdrawn) The method of claim 34, wherein said facing layer comprises metallic foil, glass mats, polymer mats and blends thereof.

36.) (Withdrawn) The method of claim 19, wherein said blanket further comprises at least one water barrier layer.

37.) (Withdrawn) The method of claim 19, wherein said plurality of ribs are thermally bonded to said base layer at a temperature of between about 200°F to about 350°F.